

OUR JOBBING DEPARTMENT.
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL' OFFICE.

Established February, 1843.

No. 9978

號四月二年五十九百八十一英

HONGKONG, MONDAY, FEBRUARY 4, 1895.

日初月正年乙

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—E. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C.—GEORGE STREET & CO., 30, Cornhill.—GORDON & GOTCH, Ludgate Circus, E.C.—BATES & HENRY, 37, Walbrook, E.C.—SAMUEL DRACO & CO., 150 & 154, Leadenhall Street, W.M.—WILKS, 151, Cannon Street, E.C.—ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYNOIS, FATH & CO., 18, Rue de la Grange Bateliere.

NEW YORK:—J. STEWART HAYTER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS generally:—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & CO., THE AROMATIC CO., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY & WAHL, LTD., Singapore.

CHINA:—MACAO: A. A. DA CRUZ, Amoy, N. MOALIE & CO., LIMITED, Foochow, Heng & Co., Shanghai, LANE, CRAWFORD & CO., and KELLY & WAHL, Yunnan, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.
CAPITAL CALLED UP, 251,093.150.

Bankers: CAPITAL & COUNTIES BANK, LIMITED.

Head Office: 3, PRINCES STREET, LONDON.

Branches: BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies: PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHARTRETT INCHBALD,

Manager.

Hongkong, November 6, 1893. 247

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP, £1,000,000.
RESERVE LIABILITY OF SHARE-
HOLDERS, £1,000,000.
RESCUE FUND, £275,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months 5%.

" " 6 " 4 %

" " 3 " 8 %

A. G. MARSHALL,

Manager, Hongkong.

Hongkong, May 17, 1894. 825

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £10,000,000.

RESERVE FUND, £4,500,000.

RESERVE LIABILITY OF PROPRIETORS, £10,000,000.

COURT OF DIRECTORS:—

G. J. HOLMAN, Esq.—Chairman.

J. S. MOSES, Esq.—Deputy Chairman.

R. M. GRAY, Esq.

H. H. JONES, Esq.

H. J. KEWICK, D. R. SASSON, Esq.

Julian Kramer, Esq.

N. A. SIEBS, Esq.

Hon. A. Macdonald.

Chief Manager:

Hongkong—T. JACKSON, Esq.

Manager:

Shanghai—H. M. BEVIS, Esq.

London BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 3 per cent. per annum.

" 6 " 4 "

" 12 " 5 "

T. JACKSON,

Chief Manager.

Hongkong, December 21, 1894. 332

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL, £1,500,000.

SUBSCRIBED, £1,125,000.

PAID-UP, £562,500.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Balance.

ON FIXED DEPOSITS:—

For 12 Months, 5%

For 6 Months, 4%

For 3 Months, 3%

JOHN THURBURN,

Manager, Hongkong.

Hongkong, June 18, 1893. 228

HONGKONG SAVINGS BANK,

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

5 PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 5 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

T. JACKSON,

Chief Manager.

Hongkong, May 18, 1893. 1018

The China Mail

Established February, 1843.

Postage 10c.

Established February, 1843.

Postage 10c.</p

Entertainments.

AMATEUR DRAMATIC CLUB.
THE SECOND PERFORMANCE OF
THE PANTOMIME,
'ROBINSON CRUSOE',
TO-NIGHT, 4th February, 1895,
Will be under the Patronage of
COMMODORE BOYES, R.N., and Officers
of H.M. Fleet.

The dates of the other Performances will be
February 6th, 9th, 12th,
16th, 18th and 23rd.

LATE TRAINS each evening 15 Minutes
after fall of Curtain.

TICKETS and BOOKS of the Works of
the SONGS can be obtained at Messrs.
LANE, ORAWFORD & CO.

Hongkong, February 4, 1895. 233

Notices to Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. *Hertha*, Captain v. BINZER,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 p.m.
To-day.

Any Cargo impeding her discharge will
be landed into the Godowns of the HONG-
KONG & KOWLOON WHARF & GODOWN CO., LTD.,
and stored at Consignee's risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 7th Feb.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 7th Feb., at 3 p.m.

No Fire Insurance has been effected.

SIEMMSEN & CO.,
Agents.

Hongkong, January 31, 1895. 232

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's S.S. *Pinguin* having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed at their risk
into the Godowns of the HONGKONG & KOW-
LOON WHARF & GODOWN CO., Kowloon,
whence delivery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all Claims
must be sent in to the Office of the
Undersigned before Noon on the 7th
Instant, or they will not be recognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 7th Feb., at 3 p.m.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 7th Instant will be subject to rent.

Optional Cargo will be forwarded unless
notice to the contrary be given before
1 p.m. To-day.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO.,
Agents.

Hongkong, February 1, 1895. 233

Intimations.



CALDBECK, MACGREGOR &
CO.,
Wine and Spirit Merchants,
18, QUEEN'S ROAD,
Hongkong, August 18, 1891. 1612

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the
elegant Building known as 'CON-
NAUGHT HOUSE', offers First-Class Accom-
modation to Residents and Travellers.
Passenger Elevator, from Entrance Hall
to each Floor, in charge of experienced
Attendant.

Favourable Arrangements made for
Families and for Monthly or Extended
Periods.

P. BOHM,
Proprietor and Manager.
Hongkong, November 24, 1894. 1907

CHAS. J. GAUPEP & CO.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.
VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES,
BARTHOLDI'S LIQUID AND OTHER COMPASSES,
ADMIRALY & IMRAY CHARTS,
NAUTICAL BOOKS.

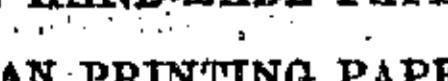
English SILVER & ELECTRO PLATEDWARE,
Chintz & Co.'s Electro-Plated Ware,
GOLD & SILVER JEWELLERY
in great variety.

D. J. A. M. O. N. S.

DIAMOND JEWELLERY,
A Splendid Collection of the Latest London
Patterns, at very moderate prices. 742

FOR SALE.

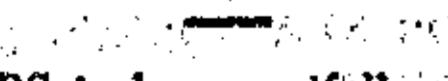
JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.



JAPAN COPYING PAPERS.
JAPAN WALL PAPERS,
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Undersigned.



MITSUI BUSSAN KAISHA,
8, Queen's Road Central,
Hongkong, January 2, 1894.

PRIVATE BOARD AND RESIDENCE
for Ladies and Gentlemen. Special
attention to Ladies' comfort. Accommodation
for Table Boarders. Central situation.

Mrs. MATHER,
2 and 3 Pudding Hill,

Hongkong, July 24, 1893. 1887

To-day's Advertisements.

D'ARCY'S BIJOU THEATRE

SPECIAL NOTICE.
OWING TO THE ENORMOUS SUCCESS
LAST SATURDAY EVENING,
WHEN THE THEATRE WAS CROWDED
TO THE DOORS,

D'ARCY'S MARIONETTES
WILL REMAIN
ONE WEEK LONGER.

PERFORMANCE COMMENCES AT 8.30.

REDUCED PRICES.

Plan at KELLY & WALSH'S.

Hongkong, February 4, 1895. 251

NOTICE.

THE OFFICES of the Undersigned
HAVE THIS DAY been REMOVED to
No. 2, 10E-HOUSE STREET, between
the Premises occupied by Messrs. D. SACK-
SON, SON & CO. and the MERCANTILE
BANK OF INDIA (LIMITED).

WM. DANBY,
M. Inst., C.E.

Hongkong, February 4, 1895. 250

Vessels Advertised as Loading.

Destination	Vessel	Agents	Date o' Leavin.
Bremen & Ports of Call	Darmstadt (s)	Norddeutscher Lloyd	Feb. 8, daylight.
Havre, H'burg & A'wp	Mascotte (s)	Doddell, Carrill & Co.	Feb. 6, at noon.
Japan	Antone (s)	Feb. & O. S. N. Co.	Feb. 15, at noon.
L'pool, S'pore & C'ln	Oceanic (s)	Butterfield & Swire	About March 15.
London, & Su'z Chan	Telamon (s)	Butterfield & Swire	February 6.
London & Ports of Call	Victor (s)	P. & O. S. N. Co.	Feb. 14, at noon.
London, & Ports of Call	Glenaloch (s)	Jardine, Matheson & Co.	About Feb. 14.
London & Ports of Call	Portia (s)	P. & O. S. N. Co.	Feb. 6, at noon.
Manila	Ceylon (s)	Butterfield & Swire	February 6.
Manila, & Saigon	Savanna (s)	Messageries Maritime	Feb. 6, at noon.
New York, & Su'z Chan	Natal (s)	Jordan, Matheson & Co.	About Feb. 14.
New York	Orion (s)	Carlott & Co.	About March 15.
New York	Lucy A. Nickels	Carlott & Co.	Feb. 9, at 3 p.m.
Port Darwin, &c.	Taiyuan (s)	Butterfield & Swire	Feb. 27, daylight.
Port Darwin, &c.	Pacific Mail S. Co.	Shaw, Saville & Co.	Feb. 27, daylight.
Port Darwin, &c.	D. & G. S. Co.	Shaw, Saville & Co.	Feb. 27, daylight.
Port Darwin, &c.	Empress of India (s)	Canadian P'ho R. Co.	Feb. 20, at noon.
Port Darwin, &c.	Tacoma (s)	N. P. H. S. & Co.	Feb. 26, at noon.

To-day's Advertisements.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 6 PER
CENT., or \$1.20 per Share, declared
at the Ordinary Half-yearly Meeting of
Shareholders held This Day, will be PAY-
ABLE at the HONGKONG & SHANGAI
BANKING CORPORATION on and after TUES-
DAY, the 6th Instant.

SHAREHOLDERS are requested to apply at
the Office of the Company for WARRANTS.

By Order of the Board of Directors,
C. TOMLIN,
Acting Secretary.

Hongkong, February 4, 1895. 258

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

OLD FIVE-COLOR and BLUE and WHITE
VASES, JARS, PLATES, BOWLS, SCREENS,
&c. A FINE LOT of PEKIN SNUFF
BOTLES, FINZ OLD EMBROIDERIES, BRONZES
& OTHER CURIOS,
&c., &c., &c.

Catalogues will be issued prior to Sale.
On View from Friday, the 8th Instant.

TERMS OF SALE.—as customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, February 4, 1895. 260

NOTICE TO CONSIGNNEES.

SATURDAY,

the 9th February, 1895, commencing at
2.30 p.m., at his Sales-Room, Duddell
Street, —

A COLLECTION OF
OLD CHINESE PORCELAIN
AND CURIOS,

comprising:

OLD FIVE-COLOR and BLUE and WHITE
VASES, JARS, PLATES, BOWLS, SCREENS,
&c. A FINE LOT of PEKIN SNUFF
BOTLES, FINZ OLD EMBROIDERIES, BRONZES
& OTHER CURIOS,
&c., &c., &c.

Catalogues will be issued prior to Sale.
On View from Friday, the 8th Instant.

TERMS OF SALE.—as customary.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, February 4, 1895. 260

NOTICE TO CONSIGNNEES.

S.S. DRYFESDALE,
FROM NEW YORK & SINGAPORE.

CONSIGNNEES of Cargo are hereby informed that
all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon

To-DAY.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO.,
Agents.

Hongkong, February 4, 1895. 253

NOTICE TO CONSIGNNEES.

FOR CONSIGNNEES.

FROM SWATOW, —

DEPARTURES.

February 3:—

Hangchow, British steamer, from Canton.

Lieusing, British steamer, from Canton.

Nanyang, German steamer, from Canton.

Frey, Danish steamer, from Canton.

Dryfesdale, British steamer, 1,574, Geo.

Carter, New York December 2, General.

Dodwell, Carlill & Co.

Namoa, British steamer, 302, H. C. A.

Harris, Foochow February 1, and Amoy 2,

General.—DODWELL STEAMSHIP CO.

Falkland, British steamer, 835, J. Jenkins,

Bangkok January 23, Rice.—Hor Hiro

Hong.

Kung-ping, British steamer, 1,731, Lewis

H. Richards, Shanghai January 30, General.

Rattler, British gunboat, 2,018, Lieut.-

Commander Cotterill, Bangkok January

23, and Chonabut 26.

Ar

New Piano Repairing Machinery arrived for W. Robinson and Company.

A week ago we made reference to Mr. Randall, the Yankee globe-trotter, the incompatibility of whose statements at Rangoon when compared with his statements in Hongkong we took the opportunity of exposing. The *Siam Free Press* now gets, on his part as follows:—

Mr. Randall, who will be remembered in Bangkok as the Yankee globe-trotter on nothing, has arrived safely in Rangoon. He appears to grow more fertile of imagination the further he goes. At first, in Bangkok, the bet was at one time for \$4,000, another \$5000. It is now for \$20,000 aside, \$10,000 being his own—a statement to be received with a large grain of salt. He alleged in Rangoon that he had a letter from Li Hung Chang, and will probably add to this that Prince Dwangsawang gave him fatherly advice before leaving for Burma. As Randall trudges on westward the Shah and Sultan will be honoured by his experience in more or less choice English, and by the time he reaches London Mr. Randall ought to have established a reputation far beyond that of a railway engineer for purveying the marvelous. Mr. Randall says he received 100 Ticals in Bangkok for his contributions to the local press. Our contemporaries may or may not have squandered this sum upon the interesting pilgrim, but we do not remember having seen Mr. Randall's little histories in print. Our own opinion is that it is time to put a stop to the sensational-mongering of any hench-comber who may take it into his head to walk or swim round the world at the expense of everybody else. Nobody is one penny the better, or happier for such ridiculous experiences or for having the honour of paying dinars to Randalls and people of his ilk. The papers ought, we think, to sternly set their face against advertising these people, and to expose the absurdity of supporting so palpable a swindle on good-natured generosity.

TRANSINOPIANOS, at W. Robinson and Company.

We (*Mercury*) have received news from Newchwang by letter, stating that the Chinese have succeeded in poisoning the water used by the Japanese, and that many are sick and dying in consequence.

A writer in the *Montreal Daily Star* concludes an article on Newfoundland as follows:—The only remedy for our commercial and political disaster appears to be the reversion of Newfoundland to a Crown colony, the giving up of her charter and agreeing to be ruled by a commission of experts from Great Britain. Constitutional government, so it is commonly argued, has proved a failure here. We are unfit to govern ourselves. The merchants, on the one hand, are ruined by the exposure of their criminality with private money; the Wherewaites, on the other hand, have been no less culpable with public funds. Between them they have ruined the country, impoverished the people, depleted the resources, increased taxation, tarnished our honor, imperilled our credit, and left us in a position from which nothing can extricate us but the calm, unbiased, disinterested administration of a commission of experts who are not hampered by the encrusted necessities and exigencies of party politics, but will work for the public good and that alone.

A sad occurrence took place during the production of the pantomime *Dick Whittington and His Cat*, at the Elephant and Castle Theatre, on Boxing Day. Miss Kitty Tyrell (Mrs. Harry Ewins), who was taking the part of the Rat (according to the programme's rating, demonstrative demon), after having appeared in the second act, retired to the wings to await her re-entrance. She then computed of feeling faint, but a few minutes afterwards again went on to the stage, took part in a dialogue in which she had to say, "His road to fortune he'll pave over my corpus," and then made another exit to the wings. Here she was seen to stagger and reel, and was carried by her husband, Mr. Harry Ewins, who was taking part in the pantomime, to her dressing-room. Restoratives were procured, but without any effect. She died within a few minutes after she had left the stage. The audience were not made aware of what had taken place, and a substitute was found to take her place.

A correspondent of the *Standard*, writing on the subject of "Defence against Torpedoes," says (in this version only an excerpt from his letter):—It becomes necessary, either to prevent the craft, be it ship or boat, coming near enough to use this weapon, or the torpedo itself must be stopped before it can strike the ship. Destroyers will aid in keeping off torpedo-boats, but they cannot be relied upon entirely as a defence, for they may be evaded, and hence men's minds have been directed towards devising some form of defence carried by the ship herself. The only means hitherto adopted towards this end has been to surround the vessel with a cordon of wire netting at a distance from the hull of about thirty feet, and supported in this position by projecting booms of wood or iron. At first, as long as the ship was stationary, this was fairly effective in arresting the early locomotive torpedoes, but it could not be used except with the ship moving at very slow speed, and latterly it has been rendered quite useless by fixing a cutter in the nose of the torpedo, which enables it to pass through the net. Hence it was evident that any such external guard must have greater rigidity and resistance to penetration. Numerous suggestions have been made and many crude ideas put forward, but the only plan hitherto suggested which to my mind has any element of practicability is that devised by Dr. Jones, in which he substitutes steel shields for the netting. These shields are made to the form of the ship, and when not in use rest against the hull. They are hinged or pivoted at the top, and when required, to defend the ship against torpedoes, the lower portions are pulled out so as to surround the ship some distance from her with a steel guard, which is more rigid than the nets and cannot be penetrated by the torpedo. Many objections will, doubtless, be made to such a system; but it is, at any rate, an ingenious endeavour to deal with a very difficult problem, and the importance of the question is such that its practicability or otherwise should be demonstrated by trial.

ALEXIN (after leaving her): "Hooray! this is the happiest day of my life; I have kissed her six times without her saying anything." Olga, crying (after leaving him): "It's too bad; he kissed me six times, and then left without proposing."

The Chairman.—That is all the business before the meeting, gentlemen. I thank you for your attendance. Dividend warrants will be ready to-morrow. Mr. Fenwick—I beg to propose a Vote of thanks to the Chairman.

The Chairman.—Thank you. I hope we will be able to meet you with even better dividends next half-year.

HONGKONG, CANTON AND MACAO STEAMBOAT CO.

KOWLOON LAND AND BUILDING COMPANY

The ordinary half-yearly meeting of the shareholders of this Company was held at Kowloon Buildings to-day. The Hon. E. L. Bellamy (Chairman) presided, and there were also present—Hon. J. J. Kawick, Messrs N. A. Siebe, J. Kramer, F. A. Gomez, Poon Fong (Directors); C. Tomlin (Acting Secretary); A. Tillett, Geo. Fenwick, E. J. Moses, N. J. Gomes, A. T. G. Stiles, H. J. Holmes, J. H. Cox, E. J. Hughes, and A. Sheldon Hooper (Secretaries).

The Chairman, in moving the adoption of the report, which has already been published, said:—"The accounts so closely resemble those of last year that it is hardly necessary to make any comment on them. The revenue shows a fair increase, but the expenditure for repairs has been considerable, and the profits are almost exactly the same as last year. There has been an increasing demand for houses on the Kowloon side, and Koutoford Terrace has been well occupied throughout the year. The question of utilising the vacant piece of land on the Terrace has been considered, but it seems hardly advisable to begin operations until the debentures in the Wharf and Godown Company have been disposed of.

Mr. Holmes.—Before proceeding with the accounts I should like to ask one or two questions, that will probably make matters a little clearer to the public. Is the money invested in the Godown Company to be held by the Company for an unlimited term, or is this Company at liberty to call it in on notice?

The Chairman.—The debentures run over two years, but are transferable at any moment. We can dispose of them whenever they find a purchaser.

Mr. Holmes.—The Company can deal with these debentures at any time!

The Chairman.—Whichever they like. They are now secured over the property of the Company; they were not before.

Mr. Holmes.—With reference to the remark made by the Chairman about building on the vacant lot, in the event of the Company deciding to build upon it, will there be any probability of a further call upon the shareholders or will the money now at command—say \$10,000—be dealt with or drawn against the Company without a further call being made on the shareholders?

The Chairman.—There is no intention on the part of the directors to make any further call. The \$10,000 will go very far.

Mr. Holmes.—It might give a little more confidence to the public if it were known that there was no intention at present to make any call.

The Chairman.—There is no intention at the present moment, nor does it seem necessary. The houses will not cost \$10,000.

Mr. Holmes.—They will be built at the request of probable tenants?

The Chairman.—Yes.

Mr. Morgan.—I notice in the accounts that there is nothing put down for depreciation of the property. There is nothing written off whatever. I have been away from the Colony recently and do not know whether in last year's accounts anything was written off, and I do not know how old the property is.

The Chairman.—The property is supposed to have been kept up in proper repair, and considering that it is not very old nothing has been written off. There is an item of \$834.00 for maintenance.

Mr. Morgan.—That goes to show that the repairs are being kept up well. How old are the buildings?

The Secretary.—The Company was started in 1888, and the buildings were commenced within twelve months after that, and they took about twelve months to build.

Mr. Morgan.—So that they are comparatively new and the directors did not consider it necessary to write anything off for depreciation this year.

The Chairman.—Not this year.

Mr. Stokes seconded the Chairman's motion and the report was adopted.

On the motion of Mr. Ozario, seconded by Mr. Stokes, Messrs. F. Henderson and F. A. Gomez were re-elected directors.

Mr. Hughes proposed and Mr. Cox seconded the re-election of Messrs. Arnold and Lyall as auditors, and this motion was also carried.

ROYAL HONGKONG YACHT CLUB. NINTH CLUB RACE.

[SUPPLIED TO THE 'CHINA MAIL.']

 LONDON, February 4, 1895.

Payne ran up on the leaders somewhat, and, at the Fairway Buoy, passed *Dart*, being herself few lengths only behind *Erlie* a good fourth. Sheets were now hauled in for the boat back to the mark boat off the Pier, where *Dart* again passed *Payne*. At the Dock Buoy the four boats were so close that it was at once obvious that there would be some close water in getting round without fouling one another. *Erlie* arrived first and stood over comfortably only to find herself in danger of ramming *Petrel*, who was approaching close-hauled to round. *Dart* was round second, jibed over and met *Petrel*, who was in the act of hauling in with *Payne* close astern. With all four boats within a very few lengths of one another and a large buoy in the middle, it looked as if something must be hit as these little boats with deep fin-kels almost always run up hard against their bows after a jibe in a strong wind. It reflects credit on the four skippers when they eventually squared away without even a particle of paint being touched, although at first sight it looked any odds on one if not two collisions. The run to the Fairway was repeated without further incident except for the jibe off the Observatory, and at the mark *Erlie* was first, *Petrel* second, *Dart* third and *Payne* fourth. *Dart* again enacted his manœuvre let *Payne* in, who rounded some lengths to the good. It was not a close fetch home, *Payne* being the only boat to make a tack, and this was only necessitated by a steamer at anchor.

FOREIGNERS IN WEI-HAI-WEI.

SHANGHAI, Jan. 30.

From private and reliable advice received here during the past few days, we learn that the state of affairs at Wei-hai-wei is a very serious one for the Chinese. The Japanese have delivered no attack whatever upon the fortress, but when they do it is likely to be as short and decisive as the rush with which Port Arthur was taken. The Chinese, we are credibly informed, have not a single round of shrapnel or case shot with which to repel an infantry attack, though they are well supplied with other varieties of ammunition. Most of the foreigners have left, and gone to more secure quarters in Chefoo, only half-a-dozen or so remaining on board the ships amongst those who are standing to their guns through thick and thin, are Admiral McClure; Mr. Mawson, an ex-Shanghai policeman and an old gunner's mate in the Royal Engineers; Mr. Woods, who was in command of the *Clownfish*; Mr. Fenwick, who was in the battle of the Yalu, and one or two others. Before an attack can be made from the land-side, the Japanese will have to bring up their guns from Yang-ching, and get their batteries in position; and from our telegrams in another column referring to the state of the road, it will easily be perceived that this will be a task which it will take some days to accomplish.—Gazette.

The following telegrams are taken from the *Shanghai Mercury*.

WAR NEWS FROM MANCHURIA.

YOKOHAMA, 26 January, 5.35 p.m.

A telegram has been received from Kaching, dated the afternoon of the 24th inst., from General Ngai, which states that a Chinese force of about 10,000 men, coming from the direction of Taiheigen, advanced against the Japanese outmost line of defense. Artillery only came into play on both sides, and after a while the Chinese were routed and completely demoralized by the Japanese shrapnel, retreating in two bodies, one going to the northward and another to the north-west.

THE ARRIVAL AT YUNGCHING.

YOKOHAMA, 26 January, 6.35 p.m.

The following telegram has been received from Yungching, dated the 23rd instant, at noon, from Marshal Oyama's headquarters:

Marks now are (subject to protect):—

FIRST CLASS. SECOND CLASS.

Dart 52 *She* 41

Erlie 46 *Erlie* 31

Stella 16 *Kitten* 25

Petrel 15 *Mary Ann* 10

Ladybird 3 *Payne* 2

The second class finished at the following times:

H. M. S.

She 2 42 27 10 marks.

Kitten 2 45 44 4 marks.

Erlie 2 49 30 1 mark.

Stella Ladybird and *Petrel* gave up.

Mr. Holmes thus won his time allowance, and his owners are to be heartily congratulated on the performance of their boat in a good true breeze. There is no doubt she will have many opportunities of repeating this feat now, that her time seems to be correctly found.

Protests have been lodged by *Petrel* and *Dart* against *Erlie*. We are not aware what the facts are with regard to these protests, and, of course, it would be improper to advance any opinion upon them. We have observed, however, that the *Erlie* is very headstrong and has a great tendency to run up into the wind against her helm especially after jibing. We think, therefore, her owner should take especial care to see that all is clear before jibing in a strong wind, otherwise some serious damage may be done.

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all discharges from the genito-urinary or
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obtained from the best Mysore wood.

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obtained from the best Mysore wood.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's to the P. and O. Co.'s Office.
- From P. and O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.
- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From Kallik's Island to North Point.
- Kowloon Wharves.
- Jardine's Wharf.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Island Sea, and Yokohama) WEDNESDAY, Feb. 6, at daylight.

China (via Nagasaki, Kobe, Island Sea, and Yokohama) WEDNESDAY, Feb. 20, at daylight.

Pers (via Nagasaki, Kobe, Island Sea, and Yokohama) SATURDAY, Mar. 3, at daylight.

Honolulu)

THE U. S. Mail Steamship CITY OF PEKING will be despatched from SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 6th February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlanta and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Couriers' Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM,
Acting Agent.

Hongkong, January 10, 1895. 70

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Darmstadt | Friday | February 8.

Prinz Heinrich | Monday | March 4.

Bayern | Monday | April 1.

Freissen | Monday | April 21.

(N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich | Friday | February 8.

Bayern | Monday | March 4.

Freissen | Monday | April 1.

Darmstadt | Monday | April 21.

The Steamer BELGIO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 27th February, at Daylight, confection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Couriers' Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM,
Acting Agent.

Hongkong, January 28, 1895. 194

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES,
PAQUEBOT POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX:

ALSO
PORTS OF BRAZIL AND LA PLATA:

ON WEDNESDAY, the 6th February, 1895, at Noon, the Company's
S.S. NATAL, Commandant VERNON,
with MAILED, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London, as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 5th February, 1895. (Parcels are not
to be sent on board; they must be left at
the Agency's Office).

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, January 23, 1895. 174

Mails.

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma | Tuesday | February 26.

Sidney | Tuesday | March 19.

Victoria | Tuesday | April 9.

(THE Steamship TACOMA, Captain R.

CRAWFORD, sailing at Noon, on

TUESDAY, 26th February, will proceed

to VICTORIA, B.C., and TACOMA, via

SHANGHAI, INLAND SEA, KOBE and

YOKOHAMA.

Through Bills of Lading issued to Japan,

Pacific Coast Points, and to Canadian and

United States Points.

Consular Invoices of Goods for United

States Points should be in quadruplicate;

and one copy must be sent forward by the

Steamer to the care of The Freight Agent

Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with

address marked in full by 5 p.m., on the

day previous to sailing.

For further information as to Passage or

Freight, apply to

DODWELL, CARLILL & CO.,

Agen.

Hongkong, January 23, 1895. 173

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